

Appendix G

Idaho Administrative Policy – State Highway Access Control

Appendix G contains a summary of the Idaho Administrative Policy (A-12-01) pertaining to State Highway Access Control, used in support of the US 95 Coeur d'Alene Corridor Plan.



STATE HIGHWAY ACCESS CONTROL

To preserve the State Highway System as constructed, to provide reasonable access (where allowed), or to use highway right of way for any purpose other than normal travel, access to the State Highway System shall be regulated in conjunction with the Federal Highway Administration when federal funds are involved, and in urban areas, include coordination with the appropriate local agencies. The Idaho Transportation Department shall regulate highway access control in accordance with pertinent Idaho statutes, IDAPA 39.03.42, Rules Governing Highway Right of Way Encroachments on State Rights of Way, and IDAPA 39.03.43, Rules Governing Utilities on State Highway Right of Way and through department publications – “Access Management: Standards and Procedures for Highway Right of Way Encroachments” and “A Policy for the Accommodation of Utilities within the Right of Way of the State Highway System in the State of Idaho.”

Access control for the State Highway System shall be based on the functional classification of the highway. Access control on all segments of the State Highway System shall be upgraded to match the most current functional classification. Each year, the Assistant Chief Engineer (Development) shall present updated functional classifications to the Idaho Transportation Board for their approval.

→ Greater Control →	ACCESS TYPE	RURAL FUNCTIONAL CLASS	URBAN FUNCTIONAL CLASS	→ Higher Function →
	I	Minor Collector, Major Collector		
	II	Minor Arterial	Collector, Minor Arterial	
	III	Principal Arterial	Principal Arterial	
	IV	Principal Arterial (*multiple-lane)	Principal Arterial (*multiple-lane)	
	V	Interstate	Interstate	

*Multiple-lane implies two or more thru lanes in the same direction of travel. The highway may or may not be divided.

Approval by the Federal Highway Administration is required for new access points or the relocation or modification of existing accesses on any portion of the Interstate System (Type V Access Control), or on any portion of the State Highway System where federal funds were used for either highway construction or the purchase of access.

Each District Engineer shall maintain access controls on state highways within their jurisdiction and post notice of access restriction on the State Highway System. Authority to issue encroachment permits on the State Highway System is delegated to the District Engineers and/or to a local highway agency where Type I through Type III access control exists, if adequate local ordinances are in place. (See Access Management – Standards and Procedures for Highway Right of Way Encroachments for detailed information.) A Cooperative Maintenance Agreement, signed by the department and the local highway agency (per A-01-09, Authority to Sign Contracts, Agreements, or Grants and their Registration), shall be used to empower the local highway agency to issue encroachment permits, however, the department retains final approval for all encroachment permits issued on the State Highway System.

Location/design and design public hearings shall include a discussion of access control and the type of control as applies to the alternatives under consideration. The Roadway Design Section shall coordinate access control actions for each project and obtain the Chief Engineer's approval.

Right of way negotiations shall include a thorough discussion of all access control documents including the type of access control assigned and the impact on the State Highway System. Right of way deeds that provide access to the highway shall indicate the specific stationing for each access point, approach width, and specific use.

Any new access or change in location, size, or use of an existing access on State Highway Types II through IV must be documented by either warranty or exchange deed and approved by the Chief Engineer, providing the changes are not contrary to access control restrictions or approach design requirements. Approved access points shall be recorded by the Districts on the "As Constructed" roadway plans after construction of the approach, and on right of way deeds showing property ownership, access control type, and approach(es) by specific highway station, width, and specific use.

During a highway project, existing access points that are allowed to remain and that do not meet the criteria for the newly established access control type, must be documented on the ITD-00606, Access Control Determination, right of way documents, and the "As Constructed" plans. Any existing access that is removed during a highway project shall be documented on the right of way documents and the "As Constructed" plans.

The Division of Transportation Planning shall maintain a current record of all action taken on all portions of the State Highway System.

Access control types and recommended spacing for approaches, intersections, and signals on the State Highway System are depicted in the following table.

APPROACH/INTERSECTION/SIGNAL SPACING PER ACCESS TYPE

ACCESS TYPE	RURAL/ URBAN	TYPE	APPROACHES		SIGNALS	FRONTAGE ROADS
			INTERSECTION SPACING	APPROACH SPACING	SIGNAL SPACING	
I	R	At-grade	0.25 miles (0.4 km)	300 feet (91.4 m)	0.5 miles (0.8 km)	0.25 miles (0.4 km)
	U	Urban sections shall be upgraded to Type II or greater				
II	R	At-grade	0.25 mile (0.4 km)	500 feet (0.15 km)	0.5 mile (0.8 km)	0.25 mile (0.4 km)
	U	At-grade	660 feet (201.2 m)	150 feet (45.7 m)	0.25 mile (0.4 km)	0.25 mile (0.4 km)
III	R	At-grade/ Interchange	0.5 mile (0.8 km)	1,000 feet (0.3 km)	0.5 mile (0.8 km)	0.25 mile (0.4 km)
	U	At-grade/ Interchange	0.25 mile (0.4 km)	300 feet (91.4 m)	0.5 mile (0.8 km)	0.25 mile (0.4 km)

ACCESS TYPE	RURAL/ URBAN	TYPE	APPROACHES		SIGNALS	FRONTAGE ROADS
			INTERSECTION SPACING	APPROACH SPACING	SIGNAL SPACING	
IV	R	At-grade/ Interchange	1 mile (1.6 km)	NA	1 mile (1.6 km)	0.25 mile (0.4 km)
	U	At-grade/ Interchange	0.5 mile (0.8 km)	NA	0.5 mile (0.8 km)	0.25 mile (0.4 km))
V	R	Interchange	3 miles (4.8 km)	NA	None	NA
	U	Interchange	1 mile (1.6 km)	NA	None	NA

- Type I** Is applicable to segments of the State Highway System functionally classified as major collectors. All major collectors shall be upgraded to a minor arterial or higher class once located within an urban area.
- Type II** Is applicable to segments of the State Highway System functionally classified as minor arterials and some selected segments classified as major collectors that exhibit characteristics of minor arterials.
- Type III** Is applicable to segments of the State Highway System functionally classified as principal arterials. Type III can also be applied to selected segments classified as minor arterials but exhibiting characteristics of principal arterials.
- Type IV** Is applicable to segments of the State Highway System functionally classified as principal arterials and have two or more thru lanes in the same direction of travel. The highway may or may not be divided.
- Type V** Is applicable to State Highways accessible only by interchanges (ramps). All at-grade intersections, including those with railroads are prohibited. These highways typically include the Interstate System and require FHWA approval for any change in access.

Supplemental Data:

- For Type I through Type III access control, public highway connections and new private approaches may be permitted in accordance with department spacing standards. Joint-use approaches are encouraged. As land uses change, existing approaches should be reviewed to encourage development of frontage roads. Right of way for frontage roads will be provided when appropriate and will be obtained in the name of the entity having jurisdiction.
- Landlocked parcels are those land units adjacent to the highway right of way that have no legal right to access due to canals, streams, terrain, other barriers, or were created by property sale or exchange before the original access purchase. A variance allowing access to a landlocked parcel may be considered on a case by case basis for Types I through Type III access control if the property has no reasonable alternative access and the access has no significant impact on safety or traffic operations.

- Variances to signal spacing guidelines should be considered **ONLY** if an engineering study documents the following:
 1. The closer signal spacing meets the same operating requirements, and
 2. The highway would operate with no significant delays to the major traffic flow, and
 3. The variance would confer a benefit to a majority of the highway users on the State Highway System.

signed _____

Date: 8-22-01

DWIGHT M. BOWER

Director

This policy based on:

- Sections 40-310 and 49-109 (5), Idaho Code
- IDAPA Rule 39.03.42, Rules Governing Highway Right of Way Encroachments on State Rights of Way
- IDAPA Rule 39.03.43, Rules Governing Utilities on State Highway Right of Way
- Board Policy B-12-01, HIGHWAY ACCESS CONTROL

Department-wide supervision and coordination assigned to:

- Chief Engineer and Transportation Planning Administrator

Direction for activity and results assigned to:

- Assistant Chief Engineer (Development), Design Engineer, and the District Engineers

Department procedures contained in:

- Access Management: Standards and Procedures for Highway Right of Way Encroachments
- A Policy for the Accommodation of Utilities within the Right of Way of the State Highway System in the State of Idaho
- Traffic Manual, Chapter 12-450

Former dates of A-12-01:

Policy number reassigned (8/01) -- formerly A-12-15--2/9/73, 12/2/76, 11/16/77, 10/18/78, 3/11/81, 5/22/84, 7/25/91, and 10/7/91 (A-12-01 originally Right of Way Use Permits -- 2/9/73, 12/2/76, 11/16/77, 10/18/78, 3/11/81, 5/22/84, 7/25/91, and 10/7/91—the right of way policy information was either combined with the access control policy, and/or placed in "Access Management: Standards and Procedures for Highway Right of Way Encroachments" and "A Policy for the Accommodation of Utilities within the Right of Way of the State Highway System in the State of Idaho.")

Cross-reference to related Administrative Policies:

- A-01-09, AUTHORITY TO SIGN CONTRACTS, AGREEMENTS, OR GRANTS AND THEIR REGISTRATION
- A-03-01, ACQUISITION AND DISPOSAL OF REAL PROPERTIES AND THEIR IMPROVEMENTS
- A-04-02, STANDARD SPECIFICATIONS FOR CONSTRUCTION PROJECTS
- A-05-16, MAINTENANCE OF STATE HIGHWAYS
- A-05-19, RIGHT OF WAY FENCING
- A-07-02, APPEALING DEPARTMENT ACTIONS AND ORDERS
- A-09-02, URBAN LIMITS AND FUNCTIONAL CLASSIFICATION SYSTEMS
- A-09-04, CORRIDOR PLANNING FOR IDAHO TRANSPORTATION SYSTEMS
- A-09-06, STATE HIGHWAY SYSTEM ADJUSTMENTS
- A-12-02, SPECIAL EVENTS ON STATE HIGHWAYS
- A-13-02, PUBLIC INVOLVEMENT FOR LOCATION AND DESIGN DETERMINATIONS
- A-14-02, ROADWAY WIDTHS
- A-14-06, APPROVAL OF PLANS/SPECIFICATIONS/ESTIMATES AND THE AWARD OF

- A-14-08, CONSTRUCTION PROJECTS
MOVEMENT OF UTILITIES

